

# ***Countywide Community Forums***

**Round #1:–**

***Transportation - Public Priorities, Choices and Funding***

## ***OPINIONNAIRE®***

Dear *Citizen Councilor* of King County,

**Thank you for sharing your opinions!** By answering this anonymous survey you communicate your specific opinions to the top elected officials of King County, your fellow *Citizen Councilors*, and the general public.

There are three kinds of questions.

The **Demographic Questions** ask general questions about you. These questions help us better understand how different categories of participants feel about different transportation issues.

The **Topic Questions** are next. They make up most of this survey.

The **Process Questions** are last. Your answers to these questions will help select the topic for the next round of the *Countywide Community Forums*, and help us improve the process.

**Please circle your answer to each question twice: once in the main body of the *Opinionnaire*® and once again in the ANSWER COLUMN** on the right side of each page. After you're done, please separate the ANSWER COLUMN from the *Opinionnaire*® by carefully folding and then separating it along the vertical perforation line. If you need help with this, please ask your host. Your host will return all of the ANSWER COLUMNS to us for tabulation.

**After separating the ANSWER COLUMN and giving it to your host, you are welcome to take the *Opinionnaire*® home with you.** If you save it, you will be able to compare your answers with the answers given by other *Citizen Councilors* when all of the *Opinionnaires*® from all of the small groups have been tabulated and posted on the Internet.

Thanks again for sharing your opinions as an official *Citizen Councilor*!

—The *Countywide Community Forums* team—

**DEFINITIONS OF KEY TERMS USED IN THIS *OPINIONNAIRE*<sup>®</sup>**

**High-Occupancy Toll lanes (“HOT lanes”)** are freeway lanes designated for use by high-occupancy vehicles (“HOVs”), such as carpools and buses, that are also available to single-occupant vehicles that pay a special toll. HOT lanes use a form of road pricing that varies based on demand, called Variable Tolls, Congestion Pricing or Congestion Taxes. The tolls change throughout the day, ranging from 50¢ to \$9 according to real-time traffic conditions to manage the number of single occupant cars in the HOT lanes especially during rush hour when toll-free use by HOV carpools and buses is given priority. Washington State’s first HOT lane opened in May 2008 along the SR-167 corridor between Renton and Auburn.

**Variable Tolls (also known as Congestion Pricing or Congestion Taxes)** can also be used without any HOT lanes although this is currently done only in some large European cities. In that case, all single occupant vehicles must pay a toll to use a congested freeway or highway, usually during the peak morning and afternoon weekday commutes. The tolls vary based on the amount of congestion. The worse the congestion, the higher the toll. When there is no congestion, there is usually no toll. Some advocates of tolls favor using toll revenues on roads projects while others favor funding transit projects.

**Sound Transit** was created by voters in 1996, who authorized construction of a high capacity system that connects regional population centers in King, Pierce, and Snohomish Counties. Sound Transit currently operates *Sounder* commuter trains between Everett and Tacoma, *ST Express* regional buses that connect Seattle, Bellevue, Everett and Tacoma with the largest urban centers in the region, and *Link* Light Rail in downtown Tacoma. Light Rail service between Downtown Seattle and Sea-Tac Airport will be completed in 2009 and in 2008 Sound Transit will start building light rail from Downtown Seattle to the University of Washington via Seattle’s Capitol Hill area. These projects are funded mainly by a regional sales tax of 4/10 of 1% and a license tab tax of 3/10 of 1% (\$30 per \$10,000 of vehicle value), combined with federal grants. (The Seattle Monorail Project that was cancelled several years ago was not part of this program and was advanced by a different agency.)

The Sound Transit Board is considering mass transit expansion priorities for a 2008 or 2010 ballot measure. In April 2008, the Sound Transit Board of Directors identified new mass transit expansion options that Sound Transit anticipates would be completed in 12 years. Another option for a ballot measure could be based on the 20-year package of transit expansions that was part of last year's

“Proposition 1” (a/k/a “Roads & Transit”) ballot measure that voters rejected. Unlike 2007’s Proposition 1, any new Sound Transit ballot measure in 2008 or 2010 would fund only transit projects.

**Light Rail** is a form of urban rail public transportation that is popular nationally because of its flexibility to operate in elevated, at-grade or underground configurations. Sound Transit’s 19-mile system from the University of Washington to the airport includes all three configurations, and unlike systems in some regions will operate predominantly in its own dedicated right of way, free of impacts from traffic congestion, and with priority over car traffic in the limited areas where it is at grade. Advantages of light rail include:

- Fast, frequent and reliable service.
- A light rail train can carry the capacity of approximately 10 buses, Sound Transit’s light rail system is designed to enable trains to run every four minutes in each direction, and with trains of up to four cars that together can carry up to 800 passengers.
- Trains are powered via overhead electric lines, minimizing impacts on the environment. Because trains are powered by electricity, light rail is unaffected by the price of gas.
- Light rail lines promote high-density, mixed-use development near stations, helping to make communities more sustainable by reducing driving.
- Many regions use rail service in their most high-demand and high-congestion corridors, with rail stations serving as transit hubs where riders move between trains, local buses, and other modes of transportation.

**Bus Rapid Transit (“BRT”)** refers to a transportation system that, through improvements to infrastructure, vehicles, and scheduling, uses buses to provide a service that is of a higher quality than an ordinary bus line. A fully developed BRT system combines some advantages of a metro heavy or light rail system (including varying levels of exclusive right-of-way to improve punctuality and frequency) with the advantages of a bus system (lower construction costs, especially in systems with limited construction of exclusive right-of-way). The effectiveness of a BRT system is shaped by its effectiveness at avoiding congestion. An ideal BRT service would be expected to include most, but not all, of the following features:

- Bus exclusive right-of-ways over some or all of the route, and measures to facilitate bus use of HOV lanes where exclusive right-of-way is not possible.
- Comprehensive coverage: In addition to using dedicated busways, BRTs can be extended to use existing roadway network.
- Serves a diverse market with high-frequency all day service.
- Bus priority / Bus lanes: Preferential treatment for buses at intersections can include extension of green time, actuation of the green light at signalized intersections upon detection of an approaching bus, or early signals to enable buses to jump to head of a queue.
- Off-bus fare collection: Conventional on-board collection of fares slows the boarding or exiting process, particularly by limiting passengers to one door when entering/exiting.

**(D-3)** Are you of **Hispanic or Latino ethnicity?** *(A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin unique to the Americas, regardless of race.)* **(3)** 1 2

1. Yes 2. No

**(D-4)** What is your **Racial Heritage?** **(4)** 1 2 3 4 5

1. American Indian or Alaska Native

2. Asian 6 7

3. Black or African American

4. Native Hawaiian or other Pacific Islander

5. White or Caucasian

6. Blended Racial Heritage

7. Other (please specify in the ANSWER COLUMN)

**(D-5)** What is your primary **Employment Status?** **(5)** 1 2 3 4 5

1. Self-Employed or Business Owner

2. Work for any For-Profit Business 6 7 8 9 10

3. Work for any Non-Profit Organization

4. Work for any City Government

5. Work for any County Government

6. Work for WA State, Federal, or Tribal Government

7. Work for any Educational Institution

8. Student

9. Homemaker, Volunteer, or Retired

10. Unemployed and seeking work

**(D-6)** What is the highest level of **Education** you have completed? **(6)** 1 2 3 4 5

1. Grades 1-8

2. Some High School 6 7 8

3. High School Graduate (including GED)

4. Some College or Technical School

5. Technical School Graduate or Two-year College Graduate

6. Four-year College Graduate

7. Some Post-Graduate Education

8. Post Graduate Degree (Masters, Ph.D., M.D., J.D., etc.)

<b>(D-7)</b> What is your primary <b>Household Family</b> Description?	<b>(7)</b>	1	2	3	4	5
1. Single Parent with children						
2. Dual Parent with children		6	7	8		
3. Extended Family sharing one home		<hr/>				
4. Single-person household		<hr/>				
5. Living with a Roommate or Roommates		<hr/>				
6. Living with a Spouse or Companion		<hr/>				
7. Homeless with or without children or other family						
8. Other (please specify in the ANSWER COLUMN)						

<b>(D-8)</b> Over your lifetime, how long have you <b>lived <u>or</u> worked in King County?</b>	<b>(8)</b>	1	2	3	4	5
1. I have never lived or worked in King County						
2. Less than 5 years						
3. 5-9 years						
4. 10-19 years						
5. 20 years or more						

<b>(D-9)</b> What is the <b>primary method you use to commute?</b>	<b>(9)</b>	1	2	3	4	5
1. I don't commute because I work at home						
2. I don't commute because I'm a homemaker, retired, unemployed, or otherwise		6	7	8	9	10
3. I drive alone		<hr/>				
4. I carpool or vanpool		<hr/>				
5. I ride the bus		<hr/>				
6. I ride the train		<hr/>				
7. I ride the ferry						
8. I use a combination of car, bus, train and/or ferry						
9. I bicycle, walk or use any other non-motorized means						
10. Other (please specify in the ANSWER COLUMN)						

<b>(D-10)</b> How long does your commute take, <u>one way</u> , on average?	<b>(10)</b>	1	2	3	4	5
1. I don't commute						
2. Less than 10 minutes						
3. About 10-19 minutes		6	7	8	9	
4. About 20-29 minutes						
5. About 30-39 minutes						
6. About 40-49 minutes						
7. About 50-59 minutes						
8. About 60-89 minutes						
9. About 90 minutes or more						

<b>(D-11)</b> How <b>informed</b> are you about the general topic of "Transportation in King County?"	<b>(11)</b>	1	2	3	4	5
1. Very well informed						
2. Well informed						
3. Informed						
4. Somewhat informed						
5. Not informed at all						

**(D-12)** If you live in King County, **who is your King County Councilmember?** (Your host has a map showing the 9 council districts for your reference. It's also on your voter registration card)

**(12)** 1 2 3 4 5  
6 7 8 9 10

1. Bob Ferguson (District #1)
2. Larry Gossett (District #2)
3. Kathy Lambert (District #3)
4. Larry Phillips (District #4)
5. Julia Patterson (District #5)
6. Jane Hague (District #6)
7. Pete von Reichbauer (District #7)
8. Dow Constantine (District #8)
9. Reagan Dunn (District #9)
10. I work in King County but live elsewhere

**(13-15)**

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**(D-13-15)** Please indicate your **Organizational Affiliation** by entering a 3-digit organization code in the Answer Column. **If you are participating strictly as an individual *Citizen Councilor*, please enter "000".** However, if you are a member of one of the organizations below and want your opinions to be included in that group's sub-report, please enter that group's 3-digit code in the Answer Column. If you are a member of more than one organization below, please choose only one organization and enter its code in the Answer Column.

No Affiliation ( <b>000</b> )
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- Bellevue Overlake/Sunrise Rotary Clubs (**001**)
- Pacific Northwest Mensa (**002**)
- Family Support Network (**003**)
- World Affairs Council, Seattle Chapter (**004**)
- United Methodist Churches, Seattle District (**005**)
- The King County Sheriff's Office (**006**)
- The Center for Wise Democracy (**007**)
- The Greater Maple Valley Area (**008**)
- The Wallingford Boys & Girls Club (**045**)
- The 48th District Republicans (**048**)
- The Vashon-Maury Island Community (**070**)
- WOW (Women of Washington) (**111**)
- The Urban Wilderness Project (**118**)
- The King County Libraries (**123**)
- The Wallingford Senior Center (**140**)
- The Sierra Club, Cascade Chapter (**180**)
- The Seattle Public Libraries (**321**)
- KVI Radio (AM 570) Kirby Wilbur Show Listener (**570**)
- KIRO Radio (AM 710) Dave Ross Show Listener (**710**)

## TOPIC QUESTIONS

For each of these topic questions, please indicate your **ONE BEST CHOICE** in the ANSWER COLUMN on the right side of this page.

Choose **ABSTAIN** if you don't feel you have enough information at this time to select one of the other choices.

Choose **OBJECT** if you feel the question is poorly written or misleading.

If you choose "**other**" please "write in" your particular answer in the ANSWER COLUMN.

**(T-1)** Which **one** choice best describes all of King County's current transportation system overall (roads, transit, ferries, HOV ("diamond") lanes, bridges, bike lanes & trails, sidewalks, walking paths, etc.)?

1. Excellent
2. Good
3. Fair or Average
4. Poor
5. Very Poor

**(1)** 1 2 3 4 5  
Abstain Object

**(T-2)** What do you believe is the **single** biggest issue facing with King County's current transportation system?

1. Lack of convenient access to transportation options such as mass transit, bike lanes, sidewalks, and trails.
2. Traffic congestion
3. Pollution and climate impact (air, water, greenhouse gasses, etc.)
4. The safety and vulnerability of our roads, bridges, and highways in case of earthquakes, windstorms, or due to inadequate maintenance.
5. Other (please specify in the ANSWER COLUMN)

**(2)** 1 2 3 4 5  
Abstain Object

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**(T-3)** Which **one** transportation-related improvement do you think would most improve the transportation system in King County?

1. Adding more capacity or routes to public transit (bus and rail)
2. Adding more general purpose freeway or highway lanes
3. Changing land use codes to encourage higher population densities and alternatives to traveling by car
4. Taxing congestion with variable tolls
5. Other (please specify in the ANSWER COLUMN)

**(3)** 1 2 3 4 5  
Abstain Object

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**(T-4)** Some argue that because most people currently use a single occupant vehicle for their commutes, government should dedicate a majority of transportation resources in support of the road network that support this form of commuting. Others argue that relying on single occupant vehicles is unsustainable and that government should pursue a transportation system that provides alternatives to single occupant vehicles, such as bus and rail transit, easier carpooling, and bike and pedestrian connections. **In your opinion, government should spend the majority of its non-operations and maintenance transportation resources in support of:**

1. Single occupant vehicles
2. Equally between (a) the road network available to single occupant vehicles, and (b) the transit and non-transit alternatives to single occupant vehicles
3. Transit alternatives to single occupant vehicles
4. Non-transit alternatives to single occupant vehicles (such as carpools, vanpools, bike paths, sidewalks, and trails)
5. Other (please specify in ANSWER COLUMN)

<b>(4)</b>	1	2	3	4	5
	Abstain		Object		

**\*(T-5)** To what extent does traffic congestion in King County negatively impact you personally?

Big Impact 1 2 3 4 5 No Impact

<b>(5)</b>	1	2	3	4	5
	Abstain		Object		

**\*(T-6)** To what extent do you believe that traffic congestion in King County negatively impacts our businesses, industries, and economy?

Big Impact 1 2 3 4 5 No Impact

<b>(6)</b>	1	2	3	4	5
	Abstain		Object		

**\*(T-7)** To what extent are you satisfied or unsatisfied with the current level of transit service in King County?

Very Satisfied 1 2 3 4 5 Very Unsatisfied

<b>(7)</b>	1	2	3	4	5
	Abstain		Object		

**\*(T-8)** To what extent do you believe that the current level of transit service in King County negatively impacts our businesses, industries, and economy?

Big Impact 1 2 3 4 5 No Impact

<b>(8)</b>	1	2	3	4	5
	Abstain		Object		

*\*NOTE: These are "end anchor" questions. Please choose "1" for the most positive answer, choose "5" for the most negative answer, or choose 2, 3, or 4 for something in between these extremes.*

**INTRODUCTION TO TOPIC QUESTIONS 9-11:** Several different alternatives have been suggested as ways to attempt to reduce traffic congestion. Assuming that there isn't enough funding to do them all, please rank your top three priorities by answering the following three questions. Note that those options and funding for those options fall under the purview of a variety of federal, state, and local programs and that the implementation cost varies widely.

**(T-9) Please indicate your #1 priority here:**

1. Add transit services (Bus and/or Rail)
2. Add general-purpose lanes to existing freeways & highways
3. Add HOV or HOV/HOT lanes to existing freeways & highways
4. Build more bicycle/walking paths
5. Other (please specify in the ANSWER COLUMN)

**(9)** 1 2 3 4 5

Abstain Object

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**(T-10) Please indicate your #2 priority here:**

1. Add transit services (Bus and/or Rail)
2. Add general-purpose lanes to existing freeways & highways
3. Add HOV or HOV/HOT lanes to existing freeways & highways
4. Build more bicycle/walking paths
5. Other (please specify in the ANSWER COLUMN)

**(10)** 1 2 3 4 5

Abstain Object

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**(T-11) Please indicate your #3 priority here:**

1. Add transit services (Bus and/or Rail)
2. Add general-purpose lanes to existing freeways & highways
3. Add HOV or HOV/HOT lanes to existing freeways & highways
4. Build more bicycle/walking paths
5. Other (please specify in the ANSWER COLUMN)

**(11)** 1 2 3 4 5

Abstain Object

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**(T-12)** In general, if a congested freeway or highway such as the Alaskan Way Viaduct or the SR-520 ("Evergreen Point") bridge needs to be replaced by federal, state, or county agencies for structural reasons, how much capacity should its replacement have?

1. Capacity for single occupancy vehicles should be increased, for example from three lanes to four lanes
2. Capacity should be increased, but only to add multiple occupancy vehicles (bus, bus rapid transit, rail, carpools or vanpools) or HOT lanes
3. Capacity should remain the same
4. Capacity should be reduced, for example from four lanes to three lanes
5. Other (please specify in the ANSWER COLUMN)

**(12)** 1 2 3 4 5

Abstain Object

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**(T-13)** In King County, Sound Transit expenditures are divided among three sub-areas. Sound Transit invests the tax revenues raised in a sub-area in projects which benefit that area. Metro Transit allocates new bus service on a 40:40:20 ratio to the East, South, and West sub-areas, in part to build up ridership in the suburbs. Of the three Metro Transit sub-areas, the West sub-area (Seattle, Shoreline, and Lake Forest Park) receives the largest share of total Metro Transit bus service hours and requires the least subsidy per bus hour. **What should be the most important priority for the allocation of additional transit services? They should be allocated:**

1. To the routes that require the least subsidy.
2. By a formula that builds ridership in the suburbs like the current 40:40:20 formula.
3. To meet the needs of transit-dependent people who have no other mobility options.
4. Based on total population and proximity to employment centers.
5. Other (please specify in the ANSWER COLUMN)

**(13)** 1 2 3 4 5

Abstain Object

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**(T-14)** What is the single best way to encourage more people to use transit?

1. Eliminate or substantially reduce fares.
2. Increase the scope of service to more areas.
3. Increase the frequency, speed, and reliability of service by building rail and/or BRT.
4. Offer more "off-peak" service.
5. Other (please specify in the ANSWER COLUMN)

**(14)** 1 2 3 4 5

Abstain Object

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**(T-15)** Should King County and cities within King County attempt to reduce traffic congestion by adopting policies that are intended to increase the availability of affordable housing inside King County's largest cities (where most people work), and also near Transit Centers and major Park & Ride lots?

1. Yes
2. No

**(15)** 1 2

Abstain Object

**(T-16)** Should King County and cities within King County attempt to reduce traffic congestion by adopting land use planning policies that are intended to increase residential population densities and create mixed use, walkable, and transit friendly neighborhoods in urban and suburban areas?

1. Yes
2. No

**(16)** 1 2

Abstain Object

**(T-17)** Should King County and cities within King County encourage more commercial development and retail services in or immediately adjacent to major Transit Centers and Park & Ride lots to give people using these facilities another option to using their cars to access shopping, dining, and entertainment?

1. Yes
2. No

**(17)** 1 2

Abstain Object

**(T-18)** Should King County use more of its transportation funding to encourage more carpooling even if it meant less money for other programs?

1. Yes
2. No

**(18)** 1 2

Abstain Object

**(T-19)** Should King County use more of its transportation funding to encourage more vanpooling even if it meant less money for other programs?

1. Yes
2. No

**(19)** 1 2

Abstain Object

**(T-20)** What is your opinion about the role large employers should play in assisting with congestion relief in King County?

1. Most large employers should do more to encourage their employees to carpool, bike, or walk to work.
2. A few large employers are doing a good job and should continue their efforts to reduce traffic congestion.
3. Most large employers are doing a good job and should continue their efforts to reduce traffic congestion.
4. Other (please specify in the ANSWER COLUMN)

**(20)** 1 2 3 4

Abstain Object

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**INTRODUCTION TO TOPIC QUESTIONS 21-22:** In 2007, the Metropolitan King County Council created the King County Ferry District to expand transportation options for county residents through provision of passenger ferry services. Under state law, the King County Ferry District is an independent municipal corporation — a separate government with the authority to levy a property tax to fund passenger ferry and related services. The Ferry District plans include operation of Vashon passenger-only ferry service starting in mid-2008, operation of the Elliott Bay Water Taxi, and future development of five demonstration routes serving communities on Lake Washington and Puget Sound, with sufficient funding to turn successful demonstrations into permanent routes.

**(T-21)** Would you like to see more passenger-only ferry service on **Puget Sound?**

1. Yes
2. No
3. I want to see what happens with the current demonstration projects before deciding.

**(21)** 1 2 3

Abstain Object

**(T-22)** Would you like to see more passenger-only ferry service **routes on Lake Washington** (such as service from Kirkland to the University of Washington)?

1. Yes
2. No
3. I want to see what happens with the current demonstration projects before deciding.

**(22)** 1 2 3

Abstain Object

**(T-23)** Should King County use more of its transportation funding to better coordinate bus service with state and local ferry service?

1. Yes
2. No

**(23)** 1 2

Abstain Object

**(T-24)** Replacing the Alaskan Way Viaduct, replacing the SR-520 ("Evergreen Point") bridge, widening I-405 or SR-167, expanding Light Rail or creating a Bus Rapid Transit system may all require billions of dollars in local funding. **What source would you like to see used to raise the majority of local funds for these kinds of projects?**

1. Gas taxes (can only be used for roads per state constitution)
2. Car tab taxes
3. Sales taxes
4. Tolls on new or upgraded freeways or highways
5. Tolls on existing freeways during the most congested times

**(24)** 1 2 3 4 5

Abstain Object

**(T-25)** As part of a five-year test, The Washington State Department of Transportation recently changed the diamond lane on State Route 167 (between Renton and Auburn) from an “HOV Only” lane to a “HOT” (High Occupancy Toll) lane. As long as toll-paying solo drivers do not slow down HOV traffic below 45 MPH, they can now use the HOV lanes if they pay a toll that varies from 50¢ to \$9, with the cost set at a level that keeps the lanes flowing. The HOT toll revenue will be used first to pay for the cost of operating and enforcing the HOT system, with any extra revenue used to upgrade the SR-167 corridor.

**What is your opinion of HOT lanes?**

1. I support HOT lanes
2. I oppose HOT lanes
3. I want to see what happens with the test of HOT lanes on SR-167 before deciding.

**(25)** 1 2 3  
Abstain Object

**INTRODUCTION TO TOPIC QUESTIONS 26-28:** Assuming that the experiment with “HOT” lanes on SR-167 is able to cover its costs and increase traffic flow during peak periods, **should King County encourage the responsible agency (state/federal/local) to:**

**(T-26)** Convert more HOV lanes to “HOT” lanes where the HOV lanes are underused?

1. Yes
2. No

**(26)** 1 2  
Abstain Object

**(T-27)** Build new “HOT” lanes where the HOV lanes are already at full capacity?

1. Yes
2. No

**(27)** 1 2  
Abstain Object

**(T-28)** Set the minimum speed that toll-paying solo drivers may access the HOT lanes to:

1. 55 miles per hour
2. 50 miles per hour
3. 45 miles per hour
4. 40 miles per hour
5. 35 miles per hour

Note: 45 MPH is the current minimum speed required before solo drivers may pay a toll to access the SR-167 HOT lanes.

**(28)** 1 2 3 4 5  
Abstain Object

**(T-29)** Tolls can be used as a replacement for, or supplement to, other taxes to pay for the construction and maintenance of freeways, highways and bridges. **Variable tolls, also known as “congestion pricing” or “congestion taxes”,** charge drivers more for using bridges or freeways during the most congested times. **What is your general opinion of variable tolls?**

1. I support variable tolls
2. I oppose variable tolls

**(29)** 1 2

Abstain Object

**(T-30)** If variable tolls were to be tested, which option would you support?

1. Testing variable tolls on the replacement for the SR-520 (“Evergreen Point”) bridge after it’s built.
2. Testing variable tolls on the current SR-520 bridge and/or the current I-90 bridge.
3. Testing variable tolls on I-5 through downtown Seattle and/or I-405 through downtown Bellevue.
4. Other (please specify in the ANSWER COLUMN)

**(30)** 1 2 3 4

Abstain Object

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## **GENERAL INTRODUCTION TO TOPIC QUESTIONS 31-39**

### **(Sound Transit Questions):**

Sound Transit is considering putting a new, transit-only proposal on the ballot this November. Although some details are undecided, the proposal would raise local sales taxes by 4/10 of one percent or 5/10 of one percent to fund a package of about \$9-\$10 billion in mass transit expansions spanning from 12 to 20 years. The package would include from 18 to 50 miles of light rail extensions. The package would include accountability measures, including but not limited to requirements for independent oversight, requirements for future tax rollbacks, and guarantees that the revenues raised in each geographic sub-area within the Sound Transit District would pay for transit services benefiting its residents.

- Proposed investments serving the North King and South King sub-areas focus on varying levels of light rail extensions depending on the scope of the package. At a minimum, light rail extensions would reach south from SeaTac/Airport to South 200<sup>th</sup> Street or Highline Community College; and north from the University of Washington to Northgate.
- Proposed investments serving the East King sub-area focus on extending light rail east across the I-90 bridge to Bellevue or further to the Overlake Transit Center in Redmond. Light rail would cross Lake Washington in the center lanes of I-90 following the construction of a new HOV lane in each direction across the lake, adding 24-hour HOV service in both directions while maintaining the current number of general purpose lanes. Further East King investments include improved ST Express bus service, including new bus rapid transit (BRT) service across the lake on the SR-520 corridor, and funding for a potential partnership to add passenger rail service on the freight rail right-of-way in East King County.
- Proposed investments paid for by Pierce County and Snohomish County residents include a mix of express bus, light rail and/or commuter rail expansions.
- The option for a 20-year package focuses on expanding light rail further, including north to Shoreline, Mountlake Terrace and Lynnwood; south to Federal Way and Tacoma; and east at least to Redmond's Overlake Transit Center area, and possibly even to downtown Redmond contingent on sufficient funding.
- The ballot measure would fund improved access to stations across the region, including increased parking and/or other access improvements, and provide funds for a number of partnership projects to improve mobility.

**INTRODUCTION TO TOPIC QUESTIONS 31-35:** Voters have already authorized Sound Transit to build a Light Rail system that will reach from SeaTac/Airport through downtown Seattle and to the University of Washington via Capitol Hill. Sound Transit is currently considering a ballot measure that would fund the light rail extensions described below. If it's helpful, ask your host to see the map showing the location of these proposed extensions. **Do you think Sound Transit should ask voters to approve additional local sales taxes to extend Light Rail:**

**(T-31)** South from SeaTac/Airport to South 200<sup>th</sup> Street?

1. Yes

2. No

**(31)** 1 2

Abstain Object

**(T-32)** Farther South to Highline Community College?

1. Yes

2. No

**(32)** 1 2

Abstain Object

**(T-33)** North from the University of Washington to Northgate?

1. Yes

2. No

**(33)** 1 2

Abstain Object

**(T-34)** East from Seattle to Mercer Island and Bellevue via I90?

1. Yes

2. No

**(34)** 1 2

Abstain Object

**(T-35)** Farther east to Redmond's Overlake Transit Center?

1. Yes

2. No

**(35)** 1 2

Abstain Object

**(T-36)** In May the Sound Transit Board sought public input on transit expansion options, including whether to move forward with a ballot measure in 2008 or wait until 2010. Arguments for 2008 include the fact that by waiting two years, inflation would increase the cost of a package by approximately \$1 billion, and waiting would delay access to expanded services in response to rising congestion, gas prices and environmental concerns. Arguments for waiting include views that Sound Transit should not ask voters to fund a further expansion of its Light Rail system until after the first route opens in 2009, so that voters have a chance to use it before voting again. **What is your opinion?**

1. Sound Transit should seek voter approval this November.
2. Sound Transit should wait until 2010.
3. I don't live in the Sound Transit voting area.

**(36)** 1 2 3  
Abstain Object

**(T-37)** Based on what you know today, how do you think you will vote if Sound Transit puts a transit expansion proposal along the lines described above on the November 2008 ballot? (Please abstain if you are not eligible to vote or don't live in the Sound Transit voting area.)

1. Definitely Yes
2. Probably Yes
3. Undecided
4. Probably No
5. Definitely No

**(37)** 1 2 3 4 5  
Abstain Object

**(T-38)** Some people have argued that Light Rail works best where population densities are greatest (for example, between Downtown Seattle, the University of Washington and Northgate), and that Bus Rapid Transit ("BRT") is the better form of mass transit for East King County, where densities are lower outside of the urban centers. **What form of transit do you think makes most sense for connecting the major population centers of East King County?**

1. Light Rail
2. Bus Rapid Transit
3. A combination of Light Rail along I-405 and Bus Rapid Transit east of I-405.
4. Other (please specify in the ANSWER COLUMN)

**(38)** 1 2 3 4  
Abstain Object  
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**(T-39)** Proposition 1, last November’s proposal for a combination of “Roads & Transit” improvements, was supported by both the Regional Transit Improvement District (RTID) and Sound Transit. Voters rejected Proposition 1, 44%-56%. **What are your thoughts now that the election is over?**

1. An integrated roads and transit measure was a good idea and the measure was generally appropriate in scale.
2. Integrating roads and transit was a good idea, but the package should have been smaller.
3. Integrating roads and transit was a good idea, but the package should have been larger.
4. Integrating roads and transit was not a good idea—voters should have considered roads and transit measures separately.
5. Other (please specify in the ANSWER COLUMN)

**(39)** 1 2 3 4 5

Abstain Object

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## PROCESS QUESTIONS

Please help choose the next topic for the *Countywide Community Forums*, and help evaluate and improve the process you have just experienced, by answering the following process questions.

**(P-1)** What topic would you **MOST** like to discuss in future *Countywide Community Forums*?

1. A specific transportation proposal, such as how best to replace the Alaskan Way Viaduct or how best to replace the SR-520 (“Evergreen Point”) bridge.
2. Taxes, services, and budget priorities in King County.
3. Education in King County.
4. Public Safety & the Justice System in King County.
5. Other (please specify in the ANSWER COLUMN)

**(1)** 1 2 3 4 5

Abstain Object

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**(P-2)** If the next round of the *Countywide Community Forums* did address a specific transportation proposal, what one specific topic would you most like to discuss?

1. The Alaskan Way Viaduct replacement
2. The SR-520 (“Evergreen Point”) bridge replacement
3. Expanding our Road System
4. Expanding King County’s Metro Bus Service
5. Other (please specify in the ANSWER COLUMN)

**(2)** 1 2 3 4 5

Abstain Object

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**(P-3)** Have you every testified at a King County public hearing or Town Hall meeting?

1. Yes

2. No

**(3)** 1 2

Abstain

Object

**(P-4) Countywide Community Forums** are small group meetings hosted by citizen councilors, where you watch a short video summary of the topic, discuss the topic informally, and then respond to a detailed survey. **Public Hearings** are larger meetings where you watch live testimony by public officials, experts and other citizens, and where you can request the opportunity to testify personally. **Town Hall meetings** are informal public meetings where everybody in a community is invited to attend, voice their opinions, and hear the responses from public figures and elected officials. **Which type of meeting do you prefer?**

1. *Countywide Community Forums*

2. Public Hearings

3. Town Hall meetings

4. Other (please specify in the ANSWER COLUMN)

**(4)** 1 2 3 4

Abstain

Object

**(P-5)** In your opinion, what would be the **single** best way for King County to get more, high-quality public input into King County's transportation planning process?

1. King County should encourage more people to participate in the Countywide Community Forums.

2. King County should encourage more people to participate in Public Hearings and/or Town Hall meetings.

3. King County should do random sample polls.

4. King County should organize facilitate focus groups.

5. Other (please specify in the ANSWER COLUMN)

**(5)** 1 2 3 4 5

Abstain

Object

**(P-6)** How do you rate the information presented in the **"Orientation" Video?**

1. Excellent

2. Good

3. Fair or Average

4. Poor

5. Very Poor

**(6)** 1 2 3 4 5

Abstain

Object

**(P-7)** How do you rate the information presented in the **“Transportation” video?** **(7)** 1 2 3 4 5

1. Excellent	2. Good	3. Fair or Average	Abstain	Object
4. Poor	5. Very Poor			

**(P-8)** In general, do you think the “Transportation” video was **fair and even-handed?** **(8)** 1 2

1. Yes	2. No	Abstain	Object
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**(P-9)** How well did the questions in this *Opinionnaire*<sup>®</sup> address the topic of “Transportation in King County?” **(9)** 1 2 3 4

1. All major issues were covered.	Abstain	Object
2. Most major issues were covered.		
3. Most major issues were <u>not</u> covered.		
4. None of the major issues were covered		
5. Other (please specify in the ANSWER COLUMN)		

**(P-10)** How did you first hear about the *Countywide Community Forums*? **(10)** 1 2 3 4 5

1. Newspaper article	Abstain	Object
2. Radio program or advertisement		
3. Handout at <i>Dick’s</i> Drive-In Restaurants		
4. Meeting Presentation or word of mouth		
5. Other (please specify in the ANSWER COLUMN)		

**(P-11)** Did you think the time you needed to devote to answering this detailed *Opinionnaire*<sup>®</sup> has been: **(11)** 1 2 3 4

1. About right	Abstain	Object
2. Too long (you want fewer questions next time)		
3. Too short (you want more questions next time)		
4. Other (please specify in the ANSWER COLUMN)		

**IF YOU THINK ANY MAJOR ISSUES WERE MISSED OR, IF YOU HAVE ANY ADDITIONAL COMMENTS OR SUGGESTIONS, PLEASE WRITE THEM IN THE ANSWER COLUMN.**

You can also email your comments and suggestions to [CommunityForums@KingCounty.gov](mailto:CommunityForums@KingCounty.gov)

You can also leave us a voicemail at 206/296-1633.

**We hope you'll share your opinions again during the next round of the *Countywide Community Forums*. We also hope you'll invite your friends, family, and neighbors to join you.**

**Please ask them to register at:  
[www.CountywideCommunityForums.org](http://www.CountywideCommunityForums.org)**

We appreciate your participation in King County's first  
*Countywide Community Forums*.

Thank you!